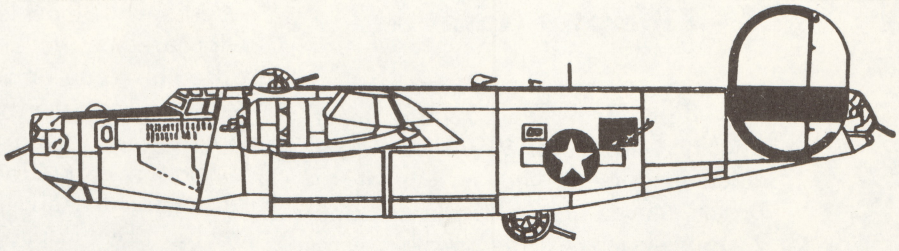
YANKEE AIR FORCE



LIBERATOR LOGBOOK
YAF Flightline
HangerTalk

Blue Angels

Willow Run Air Show
June 11-12 '83

yankee air force news

Volume 2 June,1983 Number 6

Liberator Nose Art

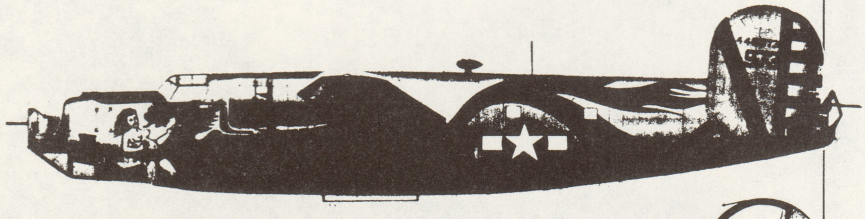
If the Liberator was the most ungainly aircraft of WWII, her slab-sided fuselage served as a made to order "canvas" for USAAF artists and cartoonists in every theatre of the war. References to nose art found in all the standard books on the B-24, but one of the more detailed accounts is in Martin Bowman's The B-24 Liberator, 1939 - 1945 (Rand McNally & Company, Chicago, 1973).

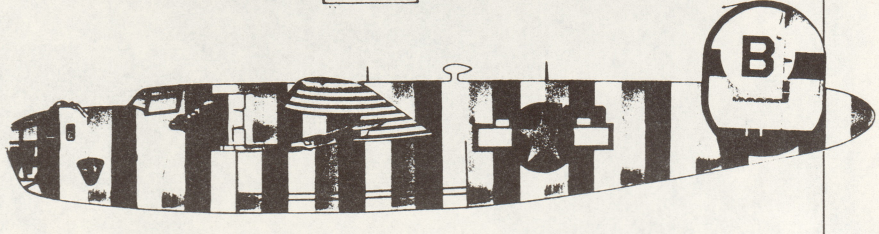
A great deal of such embellishment was inspired by thoughts of home, and often took the form of shapely females or comic strip characters. As the figures grew more revealing, headquarters attempted clean-up campaigns, with limited success. The results were most often negligees or skimpy clothes, which rendered the subjects even more alluring. The 11th Bomb Group's **Lil' Audrey's** nude completed 100 missions with the Seventh Air Force, but was forced to add a bra for a stateswide war bond tour.

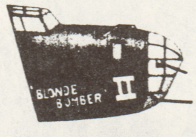
Frequently appearing in warplane nose art were the female creations of Alberto Vargas, and cartoon characters from the pens of Al Capp and Walt Disney. Al Vargas' superlative renderings had graced the covers of **Esquire** magazine well before America entered the war. His scantily-clad females led the field in popularity with the troops, and soon appeared on barracks walls, as well as on magazines, calendars and playing cards. It was a logical progression from pin-up to the stressed aluminum skins of allied aircraft the world over.

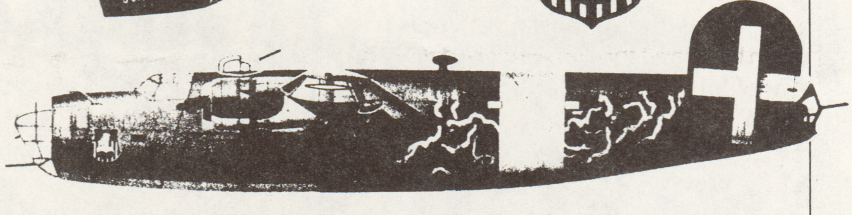
Al Capp began his satirical comic strip, **Lil Abner**, in 1934 and at its peak it ran in 900 newspapers. The innocent country boy, Abner Yokum and his rural community of loafers and greedy politicians graced many a warplane. Also popular were the creations of Walt Disney. The 343rd Bomb Squadron in the Mediterranean adorned their B-24s with characters from **Snow White and the Seven Dwarfs**, as they traversed the flak-filled skies over Ploesti. The twelve aircraft of the 834th Bomb Squadron each carried one of the signs of the Zodiac.

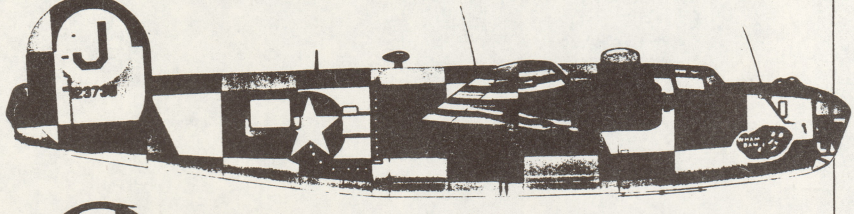
Perhaps the most lavish art of the war appeared on the Liberators of the 43rd Bomb Group on the island of Ie Shima. An enlisted man named Bartigan covered the length of the fuselage with such themes as **It Ain't So Funny** which included nearly every cartoon character from Popeye to Batman. Another well-noted ship was **The Dragon and his Tail**, which displayed a nude damsel in the clutches of a leering dragon, whose tail extended the length of the fuselage. Although this art work probably contributed to morale, another kind of contribution might also be involved - a really good job is said to have commanded a fee of several hundred dollars.

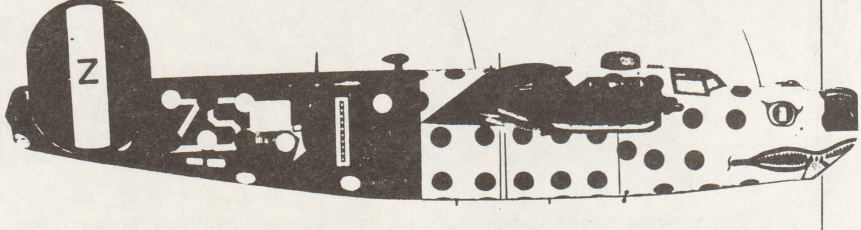










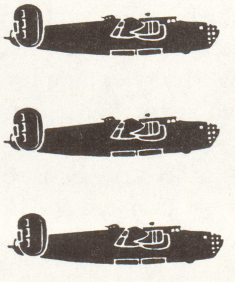


World War II Flies Again!

Statement
Mission to Innsbruck
June 13, 1944

Enroute to the target and already deep in enemy territory, the supercharger on No. 4 engine went out. All efforts to remedy the trouble were in vain. We fell behind very slowly and were still at the tag end of the formation approaching Falenbach. As we turned and headed for the IP we saw the first formation of enemy fighters. The attack started with an air-to-air bombing attack from one force overhead. At exactly the same time the force at the side, still out of range of our guns, fired their rockets. Most of the fighters were twin-engined jobs, and now they attacked from almost every angle. They seemed to be all over the formation and single ships were diving from every direction. Then they'd form up again and come in, in waves of three abreast. I was on the raid to Girugui two days before and I'd thought those fighters were aggressive, but these planes came within less than twenty-five (25) yards of the formation. We saw four (4) of our bombers ahead twist out of control and away from the formation and we saw eight (8) or nine (9) enemy fighters in flames or plunging, smoking, to the ground. All this time we'd been counting ourselves lucky. The entire attack was being concentrated on the main body and though we were definitely out of formation and straggling we still hadn't been hit. But we knew we might be at any minute and we were alert at our guns when the first fighters bounced us. Either two abreast or singly, we were hit by seven (7) Me 109's and Me 210's at the same time. In the first pass we caught an Me 109 and saw it explode in mid-air. They kept at us and were gettting in some hits. Then we caught an Me 210 and in the next few seconds got another one. They were both in flames and we watched one go down and hit. The remaining four (4) stayed for only a few minutes before they turned off, which was very lucky for us. We couldn't have taken much more. The hydraulic system and a second engine had been shot out. The strain on the remaining two engines finally began to tell. We dropped eight thousand feet in a shallow dive and our pilot warned us to be ready to hit the silk. The navigator suggested we set course for Switzerland. We jettisoned everything we could tear loose and shut the waist windows to lessen air resistance. In this way the plane was kept flying until Swiss fighters arrived to escort us to a neutral field. The landing was successfully made by emergency proceedure and before the Swiss guards arrived we were able to destroy our IFF and other secret equipment.

By Anthony A. Giammettie Staff Sgt., Air Corps,
(*He later escaped to tell this story*)
Excerpted from: THE TORRETTA FLYER, (*publication of the 461st & 484th bomb Groups Association*).



ANSWERS TO: DID YOU KNOW THAT...

#1. The Lebaudy brothers. It first flew on Nov. 12, 1903.

#2. "Flyer", designed and built by the Wright brothers, Orville and Wilbur.

#3. Late Sept. 1914.

#4. P-40 "Warhawk". 1939. $13 million.

#5. FH-1 "Phantom". The "Phantom" was the first jet fighter to serve with firstline squadrons of the U.S. Navy and the U.S. Marine Corps.

"Bubble Trouble" Crew In Trouble

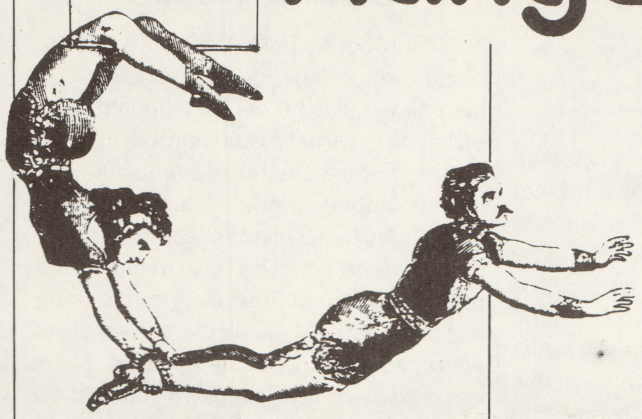
October 4, 1944: We could see the plane directly ahead and above lagging back like it was hit, as we wheeled hard off of the target, our bombs still on board. Then a cluster of bombs fell out of the lagging plane. They were too close. Captain Tallant's lead plane was caught dead on. The sky ahead was a mess of junk, oil and debris, blocking our flight path. My nose turret plexiglass was snapping and breaking apart. I was covered with oil. "Can we make it to Switzerland?" I heard someone ask, "I can't hold it much longer", our pilot, Buck Turner, shouted into the interphone. "This is it, get out!" The left wing was digging deeper and deeper and I saw why. The whole wing panel outboard of No. 1 engine was gone. Instinct drove me to find my chute, but it was gone. By then I was searching in someone else's kit. I found a chute and jumped right through the nose wheel doors.

Most of us survived, but I heard later that the waist gunner, William Foster, was killed. Buck landed somewhere near the wreckage, retrieved the first aid kit and administered morphine to our engineer, Andy Funk, who was badly hurt in the fall. Later on, while imprisoned in Stalag Luft III, we learned that no one had survived in the lead plane.

Most of the time, we flew "Bubble Trouble" -named for the bubble dancer,- but like every other flight crew I know of, we flew whatever they gave us. Earlier, "Bubble Trouble" had suffered a collapsed nose wheel when another crew had flown a supply mission to Lyon, France. On the October 4th mission, we were flying ship No. 13.
Editor's Note: At one time a B-24-H 42-52458 carrying the name "Chippie Doll" was assigned ship No. 13. It is not known if this was the ship referred to.

By St. Carl R. Schank, 764th Sq.
Excerpted from THE TORRETTA FLYER, -*publication of the 461st and 484th Bob Groups Association*-. Used with permission of YAF Member George E. Kolbe

Hanger Talk



Two weeks ago, I caught a new flick and if you enjoy aviation nostalgia and aerobatic stunts, I urge you to go and see "High Road To China". The story was weak, but the aerobatics and background was superb. The location filming was primarily along the Adriatic in Yugoslavia. The planes used were Belgian designed, French built Stampe biplanes. Five Stampes were used in this film. Two of the aircraft, named "Dorothy" and "Lilian" were shown in "cued" crashes and were heavily damaged.

Stunt pilots Dave Perrin and John Emiljanczyk were great. Lead roles were played by Tom (macho-man) Selleck and Bess (honey-dew) Armstrong.

Staying on course, if you like aerobatic competitions, such as those sanctioned by the International Aerobatic Club, (ICA), they are on their way this April. There will be 29 contests across the U.S.A., twenty of those will have four levels of competition: Sportsman; Intermediate; Advanced and Unlimited. All pilots who have stylish aerobatic airplanes are welcome to participate in any four events Now is your chance to join an aerobatic organization.

In Michigan, the ICA, Chapter 88, will again host the Michigan Open, '83 Aerobatic Championships in Sandusky, Michigan, at the Sandusky City Airport, July 1st, 2nd and 3rd. Winding down to Fond du Lac on August 8th through 12th, in Wisconsin; and U.S. Aerobatic Championships in Phoenix, Arizona, October 3rd through the 7th. Top winners at the National Contest, will become members of the U.S. Aerobatic team and will fly at the 1984 World Championship in Hungary.

The 82nd Airborn Division Association, (Americas Guard of Honor), Wolverine Chapter, has found a new DZ. It was held at Willow Run Airport, home of YAF Division Headquarters. They currently have 27 members. Plans are in the works for setting-up their own museum with paraphernalia and memorabilia; this fine chapter is headed by Bob Wilkins. If any ex-troopers are interested, drop in and see Bob. Meetings are held the second Sunday of each month; or, call 728-5859 or 326-5392. "Airborne All The Way!"

YAF Willow Run Division, held its first Garage Sale and it was a great success, many people showed up and the sale netted over $2,000.00. Dee Wilkie, YAF #184 and her committee staff deserve a great hand of appreciation for an excellent job.

Answer to Hangar Quiz of March: Tom "Uncle" Balwin.

by Frank Modlinski

C-47 PROGRESS REPORT

Ron Haviland reports that the sheet metal work should be wrapped up by the end of June. Ron further reports that Larry Leaf has donated $600.00 toward meeting AD compliance for one of the props. Still needed are the funds to have the second prop done. Larry also donated a 55 gallon drum of oil, value of over $270.00; that's almost $1,000.00 in donations from just one YAF member! Many thanks, Larry, that is an outstanding contribition to the C-47 certification efforts! Ron also reports that the C-47 crew puts in 100, that's one hundred, hours of work on the C-47, every week! Thanks for your dedication, gentlemen; the YAF needs more concientous member-workers such as yourselves!

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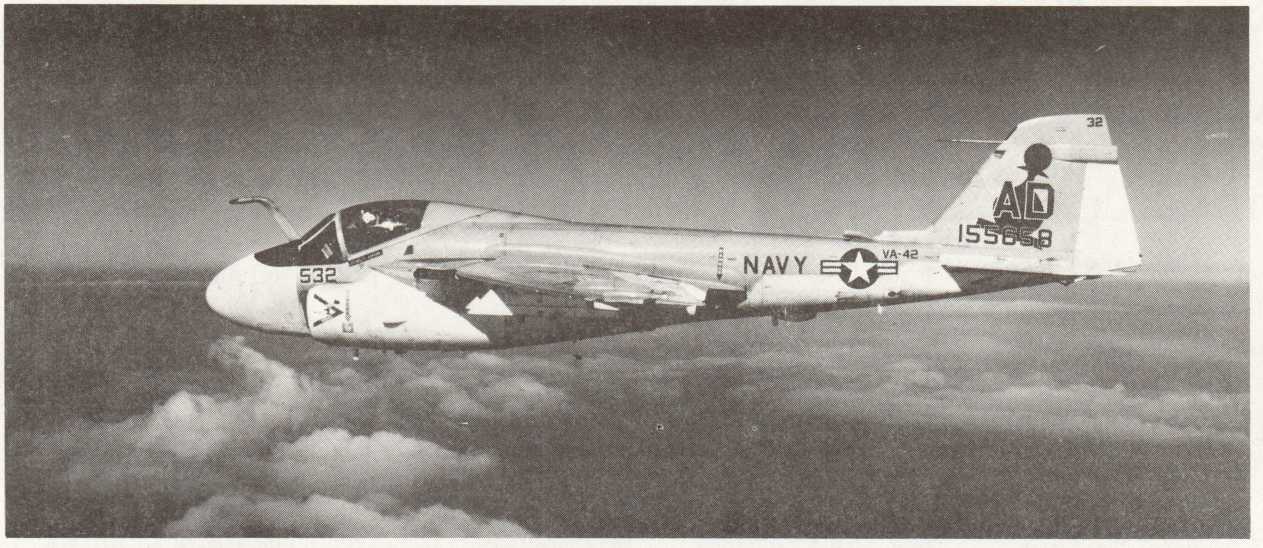
DID YOU KNOW THAT...

1. Who designed the first practical rigid frame airship? When did it first fly?
2. What was the name of the first powered, man carrying aircraft and who designed it?
3. When was the Iron Cross first used as the German Luftwaffes identification symbol on their aircraft?
4. What was the aircraft numerical designation and the name used by the first mass produced, single-seat fighter aircraft? What is the date of its evaluation by the USAAF? How much money did the order of 524 of these planes require?
5. What was the numerical designation and name of the first pure jet aircraft to operate from an aircraft carrier?



Previews of Coming Attractions

A-6 Intruder of VA-42, the 'Green Pawns'. (Grumman)

At 9:00 am local time, May 9, 1972, an attack force of U.S. Navy aircraft streaked across the harbor at Haiphong, North Vietnam. From underwing pylons of A-6 Intruders and A-7 Corsairs, cylindrical objects resembling garbage cans, tumbled into the water; while half a world away, President Nixon went on television to announce that the harbor would be closed by mines.
(See: 'Mission: Mine Haiphong!" in the February 1973 **Reader's Digest**)

The program for the June 1 general membership meeting is a talk by two former A-6 crewmen. Mr. Joe Hinkle flew Intruders with Marine Attack Squadron 121; Mr. Ron Sparling served with Navy Attack Squadron 85 and they will describe the Bombardier-navigator's operations.

A color film about the first Eighth AF B-17 to complete 25 missions, the **Memphis Belle**, is scheduled for the July 6 meeting.

Jim Hanford

WILLOW RUN COMMITTEE CHAIRPERSONS

Aircraft Procurement	**Dan Miller**	. . . 291-3431
Bookkeeper	**Barb Sutton**	
C-47 Commander	**Elmer Spencer**	. . . 485-8900
Finance	**Nancy Lockwood**	. . . 482-4120
Fire Marshall	**Bill Walter**	. . . 941-4073
Fund Raising	**John Schmitz**	. . . 421-2053
F-86 Commander	**Scott Vetter**	. . . 721-3711
Hangar	**Al Bittner**	. . . 699-9215
Hangar Rentals	**Greg Smith**	. . . 487-5965
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Maintenance Chief	**Ron Haviland**	. . . 836-5732
Museum/Historian	**Phil Lundy**	. . . 644-9171
Yankee Air Force News Ads	**Terry Marsh**	. . . 434-0990
Pilot Certification	**Mike LaPine**	. . . 485-7931
Photography	**Jim Walters**	. . . 481-0320
RF-84K Commander	**Mike Willman**	. . . 661-0440
Social Events	**Pat Wilkins**	. . . 525-2616
Social Events	**Audrey Ray**	. . . 729-0139
Supplies	**Barb Sutton**	
Yankee Air Force News Production Coordinator	**Phil Syler**	. . . 572-1779

Blue Angels

THE BLUE ANGLES

A Brief History of the Squadron

The Blue Angles began their thrilling flying spectaculars on June 15, 1946, in Jacksonville, Florida. They began preparing for their initial demonstration in the winter of that same year. Their June 1946 aerial display came just 10 months after the end of the Second World War. In their early performances, one of their demonstrations was simulated combat maneuvers flown in close formation and climaxed by "shooting" down a North American SNJ Texan training aircraft painted to resemble a Japanese Zero fighter.

The simulated Zero "trashing" was eventually dropped from the Blues repertoire. However, the tight Diamond formation as flown by the four original Blue Angles pilots, has become the Squadron's trademark.

The Chief of Naval Operations initially authorized the formation of a precision flight exhibition team from within the Naval Air Advanced Training Command. Lieutenant Commander Roy M. "Butch" Voris was selected to form the team and be it's first leader.

Two months after their Jacksonville, Florida debut, the Blues changed aircraft. They started out flying Grumman F6F Hellcats, they then began flying Grumman F8F Bearcats after the close of their first season. The Bearcat was over 45mph faster than the Hellcat; more important however, than the slight increase in speed, was the fact that the Bearcat was a lighter and more agile aircraft. At the time of this first change in aircraft, new pilots were rotated into the team.

The Blues flew the Bearcat until 1949, when they made another aircraft change. This third "set" of aircraft was more of a major change than the change from Hellcats to Bearcats; as the new aircraft were jets, Grumman F9F Panthers. The Panthers color scheme was a strikingly beautiful combination of bright blue with gold lettering, with the leading edge of the wings highly polished metal.

The team was ordered to combat duty as the nucleus of fighting Squadron 191, aboard the U.S.S. Princeton Aircraft Carrier. In March 1951, Lieutenant Commander Johnny Magda, the Squadron commander and the Blues last pre-Korea leader became the first Blue Angel to die in combat, when he was shot down off Korea's northeast coast.

In late 1951 Lieutenant Commander Voris was called on to reactivate the Blue Angels. Using new Grumman F9F-5 Panthers and drawing on a vast pool of veteran wartime pilots and highly skilled maintenance personnel, Voris reorganized the team at the Naval Air Station, Corpus Christi, Texas.

Two solo pilots, flying twin-tailed Chance-Vought F7U-1 Cutlass aircraft, were added to the team. However, because of problems in doing maintenance on two different types of aircraft, the F7U-1s were replaced with additional Panthers.

The Panthers remained the Team's aircraft until the winter of 1954-55 when, for their fourth team aircraft change, they switched to the swept-winged Grumman F9F-8 Cougar. At this same time they shifted their base of operations to the Naval Air Station, Pensacola, Florida; home of the Naval Air Training Command, "the Annapolis of the Air".

With the introduction of the Cougar, the Team added new maneuvers to their display, including the spell-binding fleur-de-lis which further enhanced their already crowd-pleasing aerial display.

In mid-1957, the Blues traded their Cougars for the supersonic, afterburner-equiped Grumman F11F-1 Tigers; their fifth all team aircraft. There were considerable differences in the handling characteristics of the Tigers over the Cougar; but the Team Pilots were able to make the transition smoothly, by flying the Cougars in air shows while utilizing all their spare time to familiarize themselves with the new F11F-1 Tigers. The Blues flew the Tigers for 10 years and with this aircraft they developed many new maneuvers, including the Diamond landing, the six-plane Delta landing, the Farvel, the Half-Cuban Fight and the Dirty Roll.

In 1969 the Team made their sixth aircraft change into the McDonell Douglas F-4J Phantom II. The Phantom enabled the Blues to add even more maneuvers, including the four plane line-abreast loop, the inverted fleur-de-lis, the tuck-under break and echelon landings. In addition, the two solo pilots developed and demonstrated the Dirty Roll on takeoff.

In 1971 the conclusion of the air show season, saw the Team crown their 25th anniversary with a six week tour of the far east. The Team flew the Pacific utilizing air-to-air refueling. The Angels performed 11 demonstrations in South Korea, Taiwan, Japan, Guam and the Philippines.

Europe was included in the air show season of 1973, when the Blues flew a four week tour. They performed 14 shows in six countries; bringing the total spectator count, including that season to 144,529,800 for 1,744 air shows since the inception of the Blue Angels at Jacksonville, Florida in 1946!

In 1974 the Blues underwent several significant changes. Their designation as Flight Demonstration Team was changed to Flight Demonstration Squadron. They made their seventh aircraft change, going from Phantoms to their present aircraft, the McDonell Douglas Skyhawk IIs. This same year saw Commander Tony Less become the Squadron's first commanding officer/flight leader.

The smaller and lighter Skyhawk II allowed the Team to execute tighter turns, due to the shorter turning radius of this aircraft. The Skyhawk also features a faster roll rate, uses less fuel and requires much less maintenance than the larger, heavier Phantom. The Skyhawks advantages allows the officers and crew of the Blue Angels to devote more time to speaking with young men and women interested in the Navy and Naval Aviation.

A Brief Profile of the Blue Angel's Aircraft

The Team's first aircraft was the Grumman F6F Hellcat, a veteran of the World War II Pacific Theatre of operations. Designed as a replacement for the Grumman F4F Wildcat, this aircraft was primarily flown from the decks of U.S. Aircraft Carriers and had a top speed of 375 mph.

The Team's second aircraft was the Grumman F8F Bearcat. This plane had a top speed of over 420 mph and was the last prop driven aircraft the Blue Angels flew.

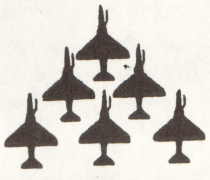
The Angel's third aircraft, (and their first jet), was the Grumman F9F-Panther. The Panther saw action in the Korean conflict, where they were reponsible for "splashing" and "trashing" numerous Migs.

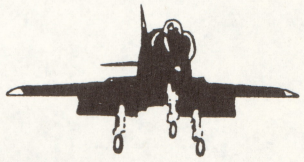
The Blue's fourth aircraft was the swept-wing Grumman F9F-8 Cougar.

The fifth aircraft to join the Blue Angels equipment roster, was the Grumman F11F-1 Tiger. The Tiger was the first supersonic, afterburner-equipped plane.

The Angel's sixth aircraft was the heavy, powerful McDonell Douglas F-4J Phantom. The Phantom saw extensive action in Vietnam, being utilized by all branches of the American military machine.

The McDonell Douglas Skyhawk II, the Blue Angel's seventh and current demonstration aircraft; is a much more agile aircraft than the Phantom. And, while not a frontline Navy fighter aircraft, the Skyhawk is a very, very impresive aircraft as anyone who was fortunate enough to witness the Blue Angel's 1982 visit to the Willow Run Airshow can attest.





The Flight Demonstration Pilot's Profile

The Flight Demonstration Squadron is made up of pilots selected from the very best pilots of the U.S. Navy and the U.S. Marine Corps.

An aircraft is of prime importance to the Blue Angels Flight Demonstration Squadron, it is their supply and maintenance aircraft, the C-130 Hercules; affectionately dubbed Fat Albert by the Flight Demonstration Squadron. The C-130 carries spare parts and maintenance equipment. It is powered by four Allison 16,000 shaft-horsepower engines, can cruise at 320 knots, at 27,000 feet. A normal load for Fat Albert includes 30,000 pounds of its own fuel, 25,000 pounds of highly sophisticated equipment and a crack maintenance crew. Albert is piloted and manned by U.S. Marine Corps crew assigned to the squadron. The aircraft is painted in the same colors as the Blue Angels demonstration aircraft and carries this legend painted on the fuselage: Fat Albert Airlines.

The Yankee Air Force is pleased to welcome this outstanding aerial demonstration team to the 1983 Willow Run Airshow; and hope that their time with us this year, is as enjoyable for them as we are certain it will be for us.

This profile was gleaned form the 1981 C.K. Newcomb & Associates Inc. **Blue Angels Yearbook,** and was used with their permission; for which the Yankee Air Force is most grateful.

Philip R. Syler, YAF 910

Lou Spanberger's Stearman

Something which has become an annual aviation event in Michigan is the Stearman Restorers' Association fly-in at Galesburg, the second week in September. Over 90 Stearmans, from all over the nation, gathered there in 1981, including several from the Tulsa area, who called themselves the "Oklahoma Stearmans". The next year saw the birth of the "Michigan Stearmans", who outnumbered the "Okies" 11 to 7. YAF members in the "Michigan Stearmans" include Bill Rodgers, Tom Rawings and Lou Spanberger, who recently completed the restoration of a PT-17.

A brief history of the Stearman design appeared in last months Flightline column. The major production variants are shown in the following table:

MODEL DESIGNATION

NUMBER BUILT	BOEING	USAAF	USN	REMARKS
61	Mod. 73		NS-1	1935-6; 225hp. Wright Whirlwind R-790-8
78	Mod. 76	Export		1935-41; Wright R-760; 420hp. Prat & Whitney R-985-T1
26	Mod. 75	PT-13		1936-9; 215hp. Lycoming R-680-5
92	Mod. 75	PT-13A		1936-9; 220hp. Lycoming R-680-7
155	Mod. 75	PT-13B		1936-9; 230hp. Lycoming R-680-11
3769	A75N1	PT-17	N2S-1,4	1936-42; 220hp. Continental R-670-4 or 5
150	A-75J1	PT-17		1939-42; 225hp. Jacobs R-755-7
70	Mod. 75	Export		1941-6; various engines
1762		various		1935-45; Spare parts equivalent to aircraft
125	B-75		N25-2	1939-42; Lycoming R-680-8
1875	B-75N1		N25-3	1939-42; Lycoming R-680-4
1768	E-75	PT-13D	N25-5	1942-5; Lycoming R-680-17
300	D-75N1	PT-27		RCAF; 220hp. Continental R-670-4 or 5

Source: Munson & Swanborough; Boeing: AN AIRCRAFT ALBUM (Arco-1971)

Of the 465 aircraft built for export, 300 Models D-75N1 were built for the RCAF under Lend/Lease. Although very similar to PT-17s, except for the addition of "winterization" equipment, these machines were carried on USAAF records as PT-27s. Another 127 aircraft built for Argentina, Brazil and Venezuela were designated as Models 76. They were slightly larger than a Model 75, and were uses mainly for advanced training, or light military duties. They had a variety of radial and some variants had cowl rings and light machine guns in the wing and rear cockpit. Other lots of 22 and 12 aircraft were built for China and the Philippines respectively.

This is Lou standing in front of his restored Stearman, in his flight suit on the day the aircraft was certified.

After the war, thousands of Kaydets were sold to civilians and saw widespread use as crop-dusters, or as private, or display aircraft. One popular modification was the substitution of war surplus Pratt & Whitney Wasp Junior engines, which offered roughly twice the power of the original engines. In 1968 the Model-75 design was used as the basis of a "new" agricultural aircraft, the MA-1, developed by Aie New Zealand family. Air-Sea "Flying manage a disappeared. entered when at for Murryair of Hawaii - a remarkable testament to the utility of the original design.

Lou's PT-17, Reg. No. N75689, was built for the Army Air Corps in 1941 by the Wichita Division of Boeing. In 1948 the first of several civilian owners purchased it from the government for $250.000. Low acquired it in 1977. This spring he finished a year-long total restoration with a certification flight on April 18. The biplane once more sports the 1941 USAAC trainer color scheme -a navy blue fuselage with yellow wings and tail and the designation "US ARMY" in black under the lower wing. Only the large white "buzz numbers" have been omitted.

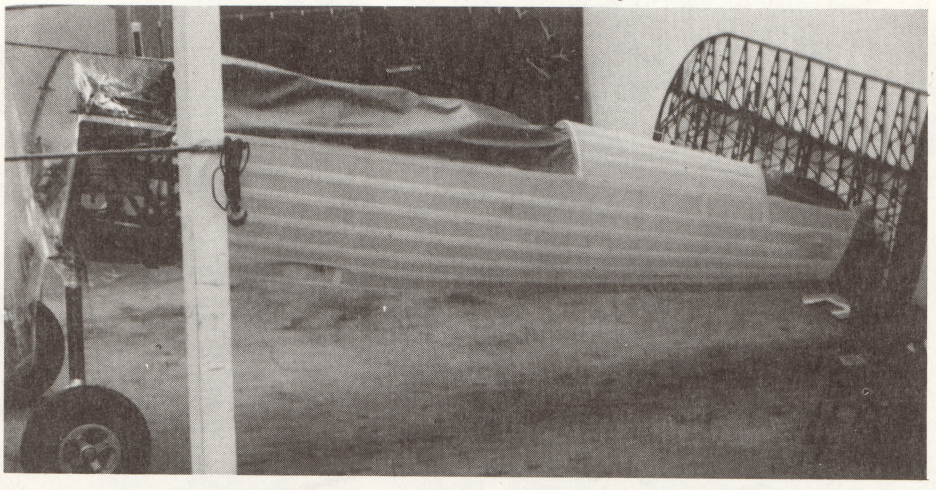
Lou began flying in 1944 at Burns Airport, at Plymouth and Middlebelt Roads. He was 17 when he soloed in a J-3 Cub equipped with skis. In January 1945, he entered the U.S. Army Air Force's Aviations Cadet Program. He had completed basic training at Kessler Field, Near Biloxi, Mississippi, when the need for more aircrews disappeared. Lou was discharged, without a minutes flight time in a Stearman or any other Trainer. He did manage several "hops" in PBYs and "Flying Dutchmen". The latter were Air-Sea Rescue B-17s with rigid hulled lifeboats slung underneath. The B-17s flew practice rescue missions over the Gulf of Mexico, followed by a PBY to retrieve the lifeboat.

After his discharge, flying was curtailed while Lou raised a family. In 1964 he resumed flying after buying a J-3 piper Cub. Since then he has had, or has shared ownership of a Cessna 172, a French Stampe, a Pitts Special, a T-6, an Aeronca Champ and several Stearmans. He has accumulated over 2,000 hours of pilot time in 35 different aircraft types, including approximately 350 hours in Stearmans. His ratings include commercial, instrument, single and multi-engine landplane and single engine seaplane. He also qualified for a German Pilot license during a trip to Europe with corporate personnel.

One of Lou's hobbies is doing aircraft restorations, the Stearman being his fourth. It was "...a complete tear-down, right down tro the last nut and bolt". The fuselage was completely uncovered and stringers were inspected and replaced where needed. New wings were built from kits and associated hardware refinished or replaced. The entire aircraft was recovered with Ceconite and dped. Most parts can be obtained from Dusters and Sprayers, an Oklahoma company which specializes in Stearman parts. Lou got into aircraft restorations when his J-3 Cub was severely damaged in a hailstorm. After much inquiring and reading about restorations, he to try it. The Cub turned out so well, that he repeated the process with the Stampe and the Aeronca Champ. "Basically", he said, "it's just like building big model airplanes".

Lou resides in Plymouth, Michigan is the owner/operator of the New Hudson Airport, which is home base for seven Stearmans. In addition to the YAF, he belongs to the Stearman Restorers Association, the Experimental Aircraft Association and Aircraft Owners and Pilots Association.

What the aircraft looked like when Lou purchased it and hauled it away from the farm to begin its restoration.



Lou Spanberger's PT-17 during restoration. The fuselage has been recovered with Ceconite and seam tape and is instrument, single and multi-landplane and single engine. Two of the new wings are in the background, awaiting recovering.

Specifications (PT-13)

Span	32 ft., 2 in.
Length	24 ft.
Height	9 ft., 2 in.
Wing Area	297 sq. ft.
Gross Weight	2810 lbs.
Max. Speed	122 mph.
Cruising Speed	107 mph.
Range	440 miles

Jim Hanford

THE YANKEE AIRFORCE

The Yankee airforce spirit is
the best you'll ever find
members come and work for hours
they never seem to mind.

So much must be accomplished
their time is freely given
a new member stands in awe
my how these folks are driven!

It is a love that we have found
for which there is no measure
to build a fine museum here
for everybody's pleasure.

Meetings here and meetings there
in various rooms about
to plan and meet expenses
and ideas are talked out.

Picnics, dances, air shows
fly-ins with breakfast too
It takes the best that we can give
to make the dream come true.

Graham Armstrong
4/26/83

YAF calendar

AIR FAIRS

COMING ATTRACTIONS

YAF CALENDAR

June

1-	Willow Run Membership Mtg.,	7:30
-	Northeast Membership Mtg.,	7:30
-	July News Magazine Deadline	
4-5	Pontiac Airshow, YAF (Willow Run) will participate	
6-	Preparation for the Willow Run '83 Airshow Plan to help (WR)	
11-12	Willow Run '83 Airshow (WR)	
11-	YAF Airshow Dinner Dance YAF Hangar (WR)	7:30
13-	Airshow clean-up day	
18-19	Canadian Warplane Heritage Hamilton, Ont.	

July

2-3	Detroit Renaissance Airshow YAF participation planned (WR)
4-	Ann Arbor Airshow YAF Hangar participation planned (WR)
17-	YAF Picnic, YAF Hangar, Willow Run, all Divisions welcome (WR)

August

20-	YAF Party (WR)

September

24-	YAF Founder's Day Celebration, YAF Dinner Dinner Dance (WR)

YAFLAFF

Ever have that fenced in, (or out) feeling? It can be avoided by calling Wayne County at **483-6700,** identifying yourself as from the Yankee Air Force, and asking that the Beck Road gate to be opened at whatever time you require it to be opened. likewise, beford you leave the Hangar, please call and let them know, so they can relock the gate. Your cooperation is appreciated; after all, the gate helps to protect us from vandalism.

YAF Involvement

Do you want to become a more active YAF member? There's lots to do. Do you wonder why no one has ever called you to ask for your help on a project or event? Could it be we don't have your phone number, or perhaps your number has been changed and we don't have the new one.

In attempting to get helpers for the garage sale at Willow Run, we found many "dead ends". No phone numbers in our records, or numbers that have been changed and the new ones are unlisted.

We hope you are interested enough in the YAF to want to do your part by participating in YAF activities. We need and want you. So please be sure we have the information we need, in order to contact you. Please send a note to the attention of:

Todd Hackbarth,
Yankee Air Force
Box 1100
Ypsilanti, Michigan 48197

Income Tax Tips

Most of us know that donations are tax deductable, but do you know that your mileage, when you're working on a YAF project, is tax deductable, if you itemize your taxes, at the rate of 9¢ per mile, plus any parking fees you may incur. Keep a log. Also, any out of pocket expenses, such as extra calls on your phone bill, postage, supplies, copies, or any of the other many ways we all spend money for the YAF and don't turn in a bill. All this is tax deductable under "Contributions" or "Misc." on schedule A. You'd be amazed at how they mount up, but keep a log in case of an audit. Your dues are deductable, because the YAF is qualified as a non-profit organization.

by Barbara Sutton

Here's some interesting news concerning the volunteer spirit prevalent in two very enterprising YAF members, Nancy Lockwood and Joan Thomas. At the YAF Garage Sale, the original intention was not to have the YAF Retail Sales open, as it was felt there would not be anyone to "man" it for all the time that the Garage Sale would be going on. However, Joan Thomas said she would manage the sales room on both days of the sale. Nancy scurried around and finally found the key and the Retail Sales office was in business. It is most fortunate for the YAF, that we have two such dedicated members, because the total profit from Retail Sales was $700.00! In addition to this sterling service, Joan also voluntarily baked 125 cupcakes, donated them to the YAF, to be sold at the Garage Sale! Thank you Nancy and Joan, that was splendid!

The breakfast meeting of the Fly-In workers on April 30, was well attended. Thanks go to Richard Steimik of the Detroit Bagel Factory for donating bagels, cream cheese and lox for the breakfast.

Donations of food for the Fly-In were made by Burger King and the Village Party Store/New Hudson and Taco Bell. Also, John Burke of American Hospital Supply donated cups and napkins.

by Pat Wilkins

We are also working on regional lists of members in the Willow Run Division. We want to be able to identify members in neighboring areas, so you can share a ride, or work in projects together. Anyone interested in helping with this project, please call Barb Sutton @533-7237.

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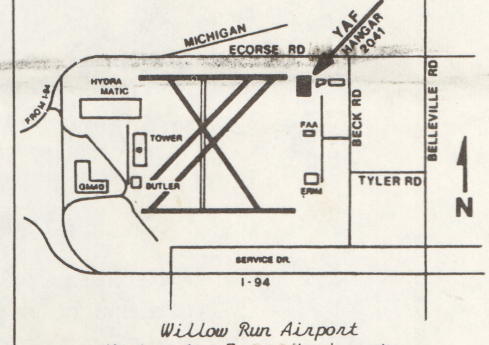
GREG SMITH YAF #005, CINDY SMITH YAF #01

"76 Trombones"
"Strike Up The Band"

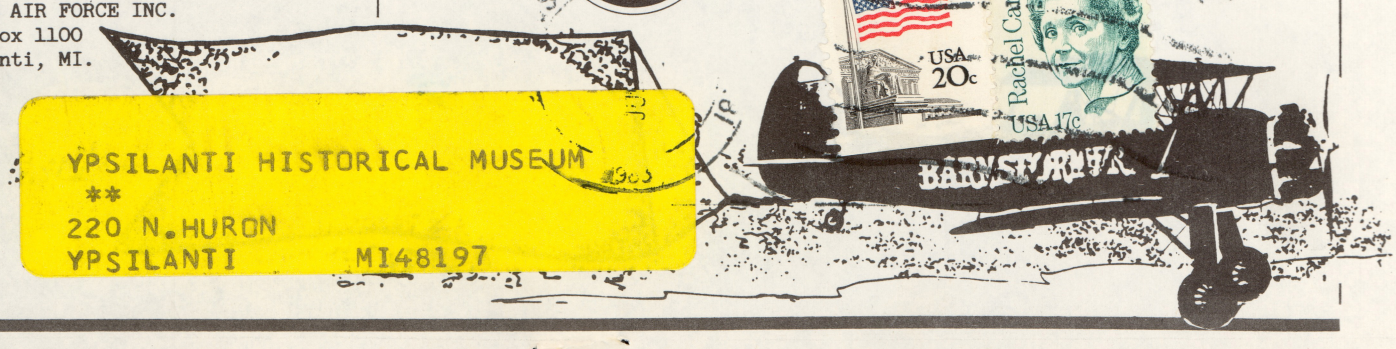
Strains of music in the Willow Run Hangar have prompted the question: "How about a YAF Band? We know of a few musicians among the members and would like to find some more.

If you are interested in helping to form a YAF Band at Willow Run Hangar, call Russell Maxwell, YAF 3827 at home at phone number 453-1437, or at his office at number 453-3850.

HANGAR



Willow Run Airport
Yankee Air Force Headquarters

YANKEE AIR FORCE INC.
P.O. Box 1100
Ypsilanti, MI.
48197

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